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## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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The following information is based on a report prepared by an inspection party of the State Secretariat, Shipping, which toured inland harbors in the Magdeburg district from 13 to 20 July 1953:

Aken. Shipments included grain, gravel for the magnesite plant building site, coal from the Frankleben district, and ammonium sulphate in bulk, and also bagged. The harbor was equipped with four cranes, including three hydraulic cranes and one electric crane, and one bell-mouth grab (Glockenbagger). The transshipment installations, which could handle 600 tons of grain and 600 tons of other cargo per day, needed repairs, as the hydraulic crane outfit was obsolete and worn out. Open-air storage space, amounting to 2,000 square meters, and roofed storage space for 11,000 tons of goods were available. The storage capacity was completely filled. Two locomotives were available. One was undergoing general repairs. It was stated that harbor workers were being shifted to industrial work.

Boizenburg. Coal, natural clay and occasionally grain were shipped. The harbor was equipped with two electric cranes, one traveling and one stationary, each having an hourly capacity of 2.5 tons, and each capable of working single grabs.

The volume of goods to be transshipped was so small, that only 60 percent of the shipping capacity of the harbor was used. A weighing plant for grain imports or a customs-controlled transshipment station would have to be set up, if the capacity of the harbor were to be used fully. The grain handling capacity would have to be 500 tons per hour. The total of crane-handled cargo for the two cranes was 600 tons a day. A day room and a dressing room for harbor workers were needed. Conversion of the stationary slewing crane into a traveling-type slewing crane seemed necessary for maximum capacity.

Burg bei Magdeburg. This place was not considered a regular harbor and was mainly used as an alternative harbor during the low-water period. Coal and grain were the principal goods shipped. A 3.5-ton transshipment bridge, which was in need of repair, could not be used for mixed cargo. The bridge had two electrically

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driven grabs, one of which was usually out of operation. A loading chute for bulk cargo had to be dismantled. The harbor had only local importance and needed no expansion. Open-air storage was available for up to 700 tons of goods. A roofed storage shed for about 300 tons was also available. Railroad sidings in the harbor area were in bad condition and practically unserviceable.

Bossau and Wallwitzhafen. Coal, building materials, imported phosphates and imported pyrites were the main goods shipped. Four electric cranes, including two of the grab type, were available. Shunting operations were rather difficult. Because of the natural conditions of the harbor, the arrangement of the track system was unsatisfactory. The system included a terminal track for one of the cranes, and a turntable and elevator for the others. A total of 1,600 tons of cargo per day could be handled. The harbor capacity could not be increased with the available gear. Open-air storage areas were filled. Roofed sheds could store 500 tons of goods. One steam locomotive and one Diesel locomotive were available for shunting. As in other harbors, harbor workers were inclined to give up their jobs for employment at industrial plants to get better wages.

Doemitz. Building materials, coal and grain were shipped. An electric bucket crane, with a daily capacity of 250 tons, was rented. The harbor, which was of only local importance, was not used for transshipment, except for the handling of silo grain.

Dresden. Natural stone, coal, building materials and grain were the goods shipped at the Dresden harbor, which was one of the largest in the Elbe district. Harbor facilities included nine cranes. One was a grab-type crane. The others had hooks. The total capacity was 1,500 tons. Low water conditions hampered the harbor capacity. A larger grab-crane capacity seemed necessary. Additional storage space was also needed. Railroad sidings were available.

Halle on the Saale River. This place was the terminus for the shipment of goods from the western parts of Saxony and Thuringia. Coal, clay, grain, sugar and cement were the main goods shipped. Three electric cranes were available in Halle-Trotha and three at Sophienhafen. The total harbor capacity in Halle was 1,800 tons. A 10,000-ton grain elevator was used by the VEAB. Its hourly capacity was 35 tons.

Haldensleben. Fertilizers, natural stone, raw sugar and glass were shipped. The harbor had a daily capacity of 600 tons. A 2.5-ton traveling grab crane, which was not up to requirements, scraper gear for discharging cars, with a capacity of 200 tons per shift, an open-air storage area, 5,000 square meters in area, and a shed, 500 square meters in area, were available. The capacity of the harbor could not be increased, because of the small dimensions of the basin.

Magdeburg. The harbor served as terminus harbor during the low water period. The total capacity for all kinds of shipments was 3,000 tons. Crane facilities were inadequate and needed expansion. The number of scrapers for bulk cargo also had to be increased. It was believed that the harbor railroad, which had the character of a secondary railroad, should be placed under the control of the State Railroad.

Riesa. Transshipment goods included coal, building materials and material such as iron and ores. The daily capacity was 2,400 tons. Six cranes were available. Open-air storage space was rented for the storing of state reserves. Roofed storage room, amounting to 6,000 square meters, was filled. Harbor workers frequently shifted to industrial jobs. It was believed that some of the cranes should be fitted for grab operation to increase the shipment capacity.

Schoenebeck. Goods shipped included salt, fertilizers, coal, ores and grains. Shipment equipment included three grab cranes, one piece goods crane and two appliances for shipping salt. The average capacity was 1,800 tons, and the maximum capacity was 2,500 tons. Numerous harbor workers moved to the mining plant in Calbe. Installation of scraper equipment to increase the capacity, was considered necessary. Three locomotives, including one under general repair, were available. The open-air dump area of 20,000 square meters, and the roofed warehouses, 1,500 square meters in area, were filled.

Tangermuende. Coal, limestone and natural stone, as well as industrial goods, were shipped. Two steam cranes, dating back to the nineties, were available.

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One was fitted with a grab. A modern grab crane was needed to maintain the transshipment capacity. Additional cargo trimmers had to be employed for cargo handling, because of the short reach of the cranes. The total capacity was 500 tons per day. Open-air storage space was unavailable. The roofed warehouses had a floor area of 1,800 square meters. The grain elevator was used by the VEAB.

Torgau. Shipments included coal, natural stone, glass, industrial material for local requirements, and cellulose products. Three cranes, including one with a grab, were available. The total capacity of the harbor was 600 tons a day. The grain elevators were used by the VEAB. Open-air dump areas of 1,000 square meters, and storage sheds, amounting to 2,000 square meters, were available. The harbor had only local importance.

Wittenberg-Lutherstadt. Shipments including coal, clay and phosphate. Two electric cranes and one steam crane were available. The daily harbor capacity was 600 tons. The shipment capacity could be increased by additions to the spur track system, repair of the quay wall, and the erection of a scraper installation for raw coal. A 6,000-ton grain elevator was available.

Wittenberge. Coal, natural stone and imported goods were shipped. Shipment facilities included three cranes, one a rotatable grab crane running on rails, and two hook cranes. One of the hook cranes was convertible to grab operation. The total capacity of the harbor was 900 tons per day. This capacity could be increased by installing loading chutes on the quay for the loading of imported grain under customs supervision. A 500-square meter storage shed was available. There were no open-air dump areas.

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